

War's Panorama

In England, a Cabinet Crisis; at Home, Criticism of War Industries: in Flanders and Picardy, the Decision Postponed.

WHILE the German offensive hung fire for more than a week political events of another character furnished abundant sensation in this country and Europe. In response to the aircraft charges President Wilson ordered an investigation by the Department of Justice. An attack on the British Premier threatened the overthrow of the British Cabinet. The food crisis grew more severe in Middle Europe and the political situation in Austria-Hungary more strained.

British Cabinet Crisis

SEISMOGRAPHS recorded the shock on this side of the water when Major General F. B. Maurice charged Lloyd George and Andrew Bonar Law with having misstated military facts in the House of Commons. The incident precipitated the gravest crisis in the Premier's strenuous career. The British public was staggered at so brusque an attack by so distinguished an officer on the system of ministerial responsibility. General Maurice staked the reputation of his military life on the substantiation of his charges.

It was General Maurice who discovered a similitude between General Foch on March 21 and the tardy Blücher at Waterloo. Immediately thereafter he was removed as Chief Director of Military Operations. General Maurice charged that the extension of the British front below St. Quentin was a matter dealt with at the Versailles conference, and that the impression existed that the British army was stronger than it really was. The implication was that the Premier had given the wrong impression in defending his government on the charge of having weakened the British forces in France.

General Maurice said that the ministerial utterances referred to were known to a large number of soldiers to be untrue, that this knowledge was breeding distrust of the government, and that it had been implied that the British forces had failed to hold their ground against inferior numbers. These facts, he said, had tended to undermine the morale of the army at a critical time.

Optimistic utterances on the part of General Maurice himself, prior to and

during the great drive, are a matter of record. This fact, however, did not relieve the British government of the necessity of dealing plainly with the public. As "The Westminster Gazette" pointed out, the civilians have cheerfully submitted to the ministerial plea that it was not in the public interest to publish certain information and have not been exacting in their demands for information. "The Star" charged that unquestionably there was something wrong with the present government in its relations with the army and navy.

Lloyd George answered these charges in the House of Commons on Thursday afternoon. He was loudly cheered as he rose to speak. He denied that the strength of the British fighting forces had been misrepresented, asserting that the figures which he had given were taken from the official records at the War Office. In like manner he refuted all of the charges specifically. Former Premier Asquith's motion for the appointment of a select committee to investigate General Maurice's charges was rejected by a vote of 293 to 106.

Baker on the Defensive

WHILE Lloyd George was facing the most acute crisis of his career Secretary Baker in this country was also on the grill. The coincidence prompted C. W. Gilbert, writing to The Tribune from Washington, to recall that at the beginning of the German offensive Lloyd George referred almost petulantly to the failure of the United States to live up to expectations. Mr. Gilbert regarded it as a singularly frank though just criticism, "which hardly would have been made unless it was impelled by some such situation as that which General Maurice charges in his letter."

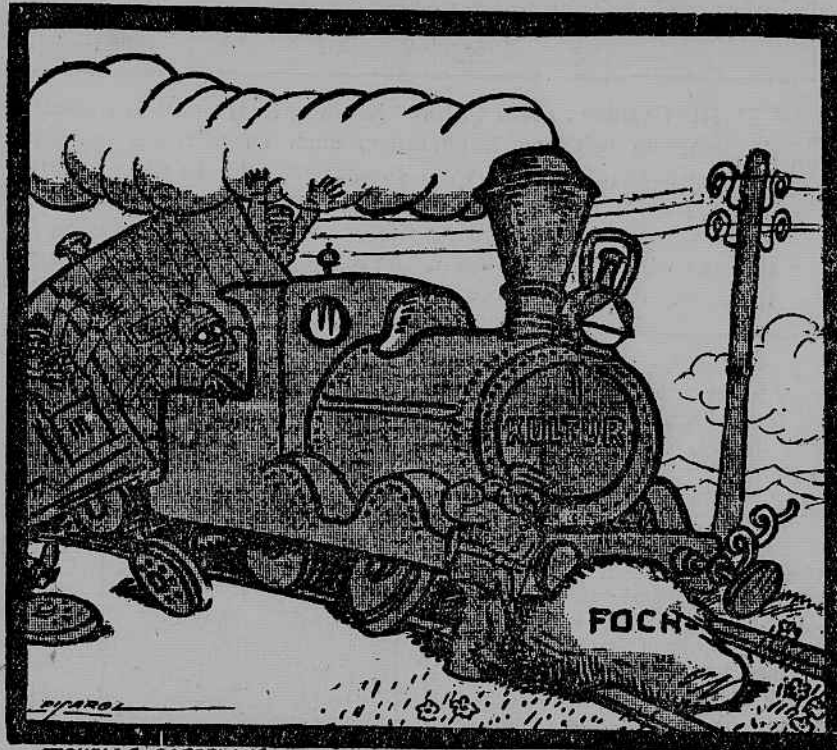
Exasperation at delays in the production of war material mounted sharply. Mr. Gilbert declared that the output of guns and shells was almost as bad a way as the output of airplanes. The reorganization of the ordnance department, he said, had left it still a military technical bureau trying to create an industry. He saw hope in the appointment of Edward R. Stettinius, an



CAMPANA DE GRACIA, BARCELONA

FOCH

Last week on this page appeared a pen picture of the Generalissimo upon whose sagacity and courage depends the future of the Allied cause. Here he is again, this time presented graphically by a couple of Spanish cartoonists.



ESQUELLA, BARCELONA

executive from the business world, to superintend production while retaining his position as Assistant Secretary of War.

Secretary Baker, goaded on all sides, announced that there was no present shortage of either light or heavy machine guns, and that no shortage was in prospect. He did not say the shipment of these guns to Europe had begun, although admitting that early, optimistic estimates had been unjustified. He stated that more than half a million men had been sent to France, fully realizing the forecast that he had made to Congress in January.

The Aircraft Scandal

PRESIDENT WILSON on May 6 referred to the Department of Justice the investigation of alleged mismanagement and dishonesty in the production of military aircraft. At the same

time he published his correspondence in regard to the matter with Gutzon Borglum, the sculptor, who declared that, in his capacity as a voluntary investigator, he had been spied upon by high officials in the War Department and had been thwarted in his efforts, and that witnesses summoned to his office had been threatened.

Besides informing Mr. Borglum that he had misconceived the nature of his position in considering himself an official representative of the Administration, the President wrote to Senator Thomas, who has been active in the aircraft matter, that every instrumentality at the disposal of the Department of Justice would be used in the investigation if the charges made by Mr. Borglum proved worthy of serious consideration. Only in this way, said the President, in accordance with a suggestion of Mr. Howard Coffin, could the reputa-

tions of those who had been blameless be protected, and the guilt, if there was any, definitely lodged where it should be lodged.

The House Military Committee expressed satisfaction over the War Department's organization for aircraft production in concluding hearings on the billion dollar estimates for aviation. War Department officials gave the committee an accounting for the \$640,000,000 already appropriated, showing that \$370,000,000 had been expended and that contracts for construction had been placed covering the balance of \$270,000,000.

In an article in "Collier's Weekly" Mark Sullivan put the blame up to the interference of the military mind in the factory and the idealistic use of all the factories as laboratories. He considered that Borglum's charges of graft had made his report ridiculous, but he recog-

nized a true bill in the accusation that the Aircraft Board had led the public and the Allies into false hope, and expressed a doubt whether the employment of press agents is a proper use of public money. He says that with nothing to start with, the Aircraft Board built an organization which, measured in financial operations, would be nearly equal to building the United States Steel Corporation from the ground up.

"The system of American quantity production will produce a huge quantity of 'planes at the end of a long period of preparation," Mr. Sullivan asserts, "but the element which existed in the present situation was the need of some 'planes in a short time. And that element was of necessity neglected when the system of American quantity production was adopted."

There is special point in a sentence that Mr. Sullivan quotes from the editor of "The Aeroplane":

"Standardization is a dangerous game to play with so immature a product as the aeroplane and the aero engine."

The opinion that nothing startling was likely to come of the aircraft investigation was expressed by C. W. Gilbert. Writing to The Tribune from Washington, he said:

"The whole aircraft production episode is one of the most amazing in the history of government. The board never had any real equipment for its task but enthusiasm and self-confidence. It had neither organization nor executive capacity. It was composed of dreamers, who had a great dream, and the censorship kept every one from pinching them and reminding them that they were not awake."



On the Ways

BAINBRIDGE COLBY, of the Shipping Board, informed members of the Bankers' Club of New York that the United States Shipping Board was seeking the assistance of business men to lighten its overwhelming burdens. A committee of the United States Chamber of Commerce and a member of the Shipping Board are visiting the shipbuilding centres to obtain double shifts in all the yards. Mr. Colby said that even the Shipping Board did not appreciate the gravity of the ocean transport situation until his return from London last winter with figures of the British Admiralty on the ravages of the U-boats. It had been, apparently, a surprising as well as painful discovery to Mr. Colby to learn that the U-boats had enjoyed the advantage of a long head start on our shipbuilding.

That the sinkings of ships during 1917 exceeded the entire British and American building programme for 1918 is undoubtedly true. Mr. Colby reminded his hearers of this fact, and added that the United States could hardly build more than 4,000,000 tons of deadweight shipping this year. But there is a brighter side to the situation.

When the 157 shipyards now established in the United States are working

at full capacity they will be able to turn out approximately 13,500,000 tons of shipping each year if three ships are launched annually from each of the ways.

The Shipping Board on Wednesday submitted to Congress estimates calling for an appropriation of \$2,223,835,000.



Sedition

AFTER comparatively brief consideration the House passed the sedition bill, which originated in the Senate. The bill provides broad powers for punishing disloyal acts and utterances. Only Representative London, of New York, a Socialist, voted against the measure.

The Rumanian Treaty

RUMANIA signed a treaty of peace with Germany. This instrument stripped Rumania of the Dobruja, upper and lower, as well as a slice of territory on the Austrian front. Rumania is compelled, furthermore, to support a German army of occupation in the conquered portions of the country, to reduce her army to an insignificant remnant under German control, and to permit German warships along the whole length of the Danube. Economic relations are left for subsequent arrangement. Rumania is allowed to annex Bessarabia.

"Sicilian Vespers"

THE Imperial German Vice-Chancellor explained in the Reichstag that the Ukrainian government, unable to keep order, invited the iron hand of Germany. He said further that a plot having been discovered, aiming at the assassination of all German officers, immediate steps were taken to seize grain and send it to the Fatherland.

Barely enough food will be obtained from Ukraine to prevent a material reduction of food rations. The peasants have concealed their supplies and it will be a difficult task to collect the grain. The crisis in Austria-Hungary, due to the food scarcity and the adjournment of Parliament, is the subject of an article in another part of The Review.

Italian Security

IT WAS not considered probable that the Germans would undertake a new offensive against Italy, credible reports having been received that all German troops had been removed from the Italian to the French front. Little significance was accorded the news of Emperor Charles's transit to the Italian theatre. The suggestion was offered, indeed, with a semblance of gravity, that he might be safer with the army as a bodyguard than without it in Vienna.

Little more was heard of the German peace drive, which, it is believed, is an alternative of last resort in case of disaster in the field. The preparation for peace overtures was characteristic of German methods of anticipating all possible contingencies.

A FEW PLAIN WORDS ABOUT A FEW PLAIN FACTS

From a Patriotic Primer by Porter Emerson Browne, illustrated by James Montgomery Flagg.



This Is A Kai-ser.
What Is A Kai-ser?
A Kai-ser Is A Blood-thirsty
Old An-ac-ro-nism
All Covered With Ho-kum.
Why Should Kai-sers Still
Live When Do-dos And Five
Toed Hors-es Are Ex-tinct?
Cheer Up. Give Us Time.



This Is A Clown Prince.
What Is A Clown Prince?
He Is The Kai-ser's
Eld-est Son. He Is A
Lot Of Oth-er Things, Too.
But They Are Not Nice
Things For Lit-tle Children
To Hear.



This Is An Aut-o-cra-cy.
What Is An Aut-o-cra-cy?
An Aut-o-cra-cy Is A
Count-ry That Be-ongs To
An Ab-sol-ute Mon-arch.
Do The Peo-ple Have Any
Rights?
Not That You Can No-tice
With The Nak-ed Eye.



This Is A Dem-o-cra-cy.
What Is A Dem-o-cra-cy?
A Dem-o-cra-cy Is A Country
That Be-ongs To The
Peo-ple Them-selves.
Do They Have Any Rights?
They Have All The Rights
There Are. Don't They
Own And Con-trol Their
Own Country? They Do!



This Is A Ger-man Sold-ier.
What Is A Ger-man
Sold-ier?
A Ger-man Sold-ier Is A
Poor Nut Who Fights For
The Priv-i-lege Of Get-ting
Him-self Killed When-ev-er
The Kai-ser Feels He Needs
A Lit-tle Ex-oite-ment.



This Is An Am-er-i-can
Sold-ier.
What Is He Fight-ing For?
He is Fight-ing For Liber-ty.
The Ger-man Sold-ier
Fights So That He Can
Re-main A Slave, The
Am-er-i-can Sold-ier Fights
So That He Can Re-main
Free.



This Is A Flag.
Whose Flag Is It?
It Is Our Flag.
Are We Go-ing To Let The
Kai-ser Drag It In The Dust?
Not As Long As We
Re-main Fit To Live
Be-neath It!